

The Hongkong Telegraph.

(ESTABLISHED 1858)

NEW SERIES No. 4250.

日十三月四年九十二緒光

TUESDAY, MAY 26, 1903.

二拜禮

號六廿月五英港香

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 21,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,060,000

Head Office: YOKOHAMA.
Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
HOMBAI. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On Deposits on the Daily Balance.
On Fixed Deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. Goetz, Esq.
G. H. MEDHURST, Esq.
C. MICHAEL, Esq.
H. SCHUBART, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
SHANGHAI—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On Deposits on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
J. R. M. SMITH, Chief Manager.

Hongkong, 14th May, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on a FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid up Capital \$324,374
HEAD OFFICE—HONGKONG.
Board of Directors—
Chan Kit Shan, Esq., J. Scott Harston, Esq.,
Chow Tung Shing, Esq., J. Lauts, Esq.,
GEO. W. F. PLAYFAIR, Chief Manager.

Interest for 12 months Fixed 5%
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tals 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES: Hankow, Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIREKTION DER DISKONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.
Hongkong, 4th October, 1902. [16]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [16]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MAIACCA A. F. Street	Noon, 29th May	Freight or Passage.
YOKOHAMA, via SHANGHAI and KOBE (Passing through the Inland Sea)	MANILA H. G. H. Lewellin	About 30th May	Freight or Passage.
SINGAPORE, COLOMBO and BOMBAY	TIENSIN H. W. Kenrick, R.N.R.	About 30th May	Freight only.
SHANGHAI	MASSILIA G. W. Cockman, R.N.R.	About 5th June	Freight or Passage.
LONDON, &c.	VALETTA W. B. Palmer, R.N.R.	Noon, 6th June	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd May, 1903. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 27th May.
STUTTGART	THURSDAY, 1st June.
ROON	THURSDAY, 25th June.
PREUSSEN	THURSDAY, 9th July.
HAMBURG	THURSDAY, 23rd July.
PRINZ HEINRICH	THURSDAY, 6th August.
SACHSEN	THURSDAY, 20th August.
KIAUTSCHOU	THURSDAY, 3rd September.
BAVERN	THURSDAY, 17th September.

ON WEDNESDAY, the 27th day of May, 1903, at NOON, the Steamship "ZIETEN," of the NORDDEUTSCHER LLOYD, Captain B. Wilhelm, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 25th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamship has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. [563c]

Hongkong, 13th May, 1903.

Intimations.

LANE, CRAWFORD & CO., GENTLEMEN'S OUTFITTERS.

Just Received NEW STOCK of Summer Goods.
OXFORD, ZEPHYR and AERTEX CELLULAR SHIRTS,
SOCKS, UNDERWEAR, TIES,
LINCOLN and BENNETTS' SUN HATS, PANAMA HATS, STRAW HATS,
RAINCOATS, UMBRELLAS, WATERPROOFS.

LANE, CRAWFORD & CO.

Hongkong, 20th April, 1903. [173c]

GO TO THE KOWLOON HOTEL, KOWLOON.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to THE MANAGER.
Hongkong, 1st November, 1902. [1539c]

Intimations.



"I hear they want more
BOVRIL
is the best beverage;
because it not only stimulates, but tones-up and builds-up body and brain.
Added to gravies, hashes, stews, etc., BOVRIL makes them immensely stronger, richer, and more palatable and nourishing."

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SUNUGA-CHO, TOKYO.
LONDON BRANCH:—34, LINE STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railway; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsukakuro, Yoshimoto, Yoshio, Yunokibara and other Coals.
N. INUZUKA, Manager. [563c]

THE DISTILLERS Co., LIMITED.

GIN. WHISKY.
"OLD TOM" Per Doz. - \$16.50
"DRY" Per Doz. - \$9.00
D. C. L.

SOLE AGENTS:

H. PRICE & Co.,

12, Queen's Road.

Hongkong, 26th January, 1903. [1952c]

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1864.

HONGKONG 16 Queen's Road.
SHANGHAI 4 Fochow Road.
SINGAPORE Raffles Quay.
GLASGOW 222 North's Square.
LONDON Rangoon Street, Crutched Friars.

AGENCIES:—In principal ports of China, the Philippines and Straits Settlements.

Hongkong, 26th May, 1903. [22]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON)

CODE ADDRESS: "YOSEMITE"

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS:—\$4.00 to \$7.00 per day. \$65 to \$120 per month.

Hongkong, 5th May, 1903. [1555c]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 66.

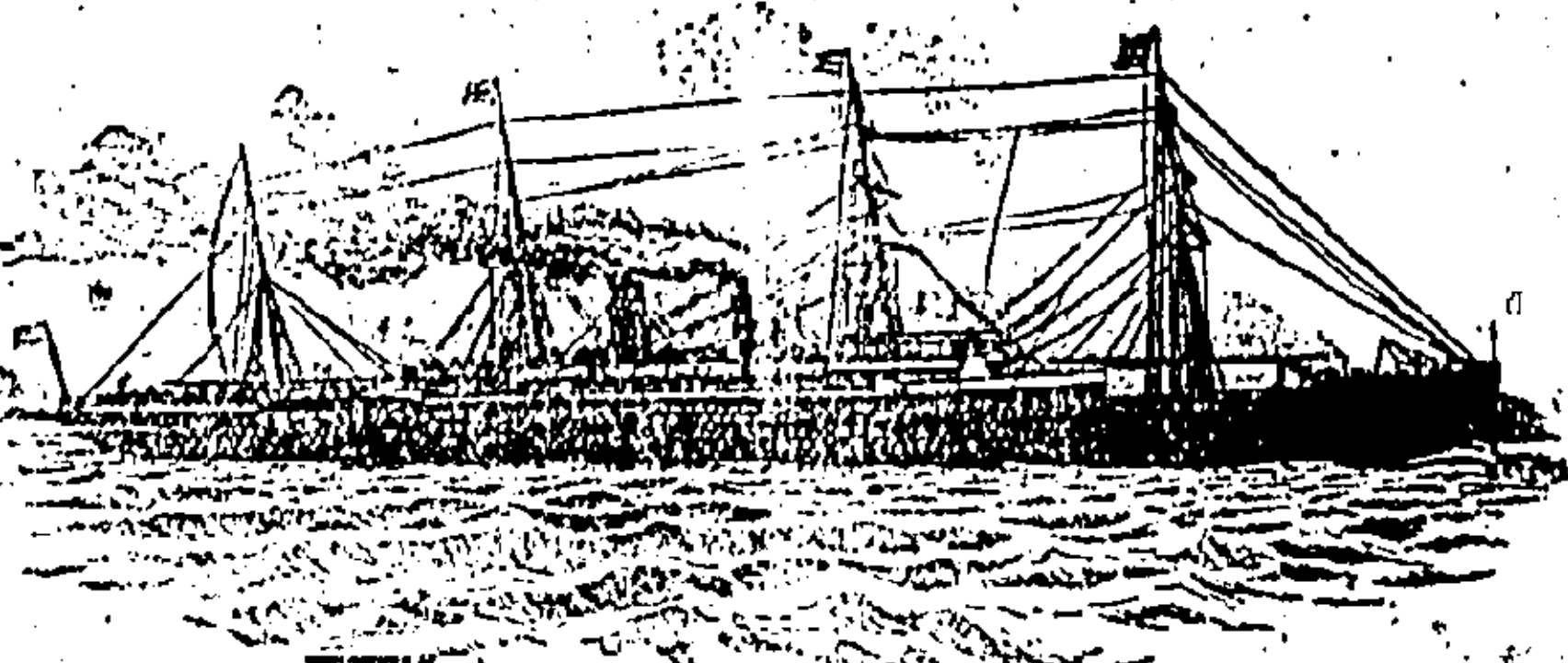
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [11]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"OTY DE PEKING"	SATURDAY, 6th June, at Noon.
"MITSUBISHI MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"OPTIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GAZELLE"	TUESDAY, 4th August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct.-18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic line of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago in destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Navy, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Mexico, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 22nd May, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 3rd June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 15th July.
"TARTAR"	4,425 "	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 25th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedlar's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

KÖNSTLERSCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

STEAMERS	DESTINATIONS	SAILING DATES	Freight
SEGROVIA	HAVRE, BREMEN and HAMBURG.	2nd June.	Freight
Forck	(Calling at SINGAPORE and COLOMBO).		
STRASSBURG	HAVRE and HAMBURG.	16th June.	Freight and Passengers.
Madsen	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAVRE and HAMBURG.	30th June.	Freight.
Borch	(Calling at SINGAPORE and COLOMBO).		
NURNBERG	HAVRE and HAMBURG.	14th July.	Freight.
Laburg	(Calling at SINGAPORE and COLOMBO).		
WURZBURG	HAVRE and HAMBURG.	28th July.	Freight and Passengers.
V. Bismarck	(Calling at SINGAPORE and COLOMBO).		
BADENIA	HAVRE and HAMBURG.	11th August.	Freight.
Rendon	(Calling at SINGAPORE and PENANG).		
NUBIA	NEW YORK VIA PORTS.	and June.	Freight.
von Hoff			

For further Particulars, apply to:

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 22nd May, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN,"	2,300 tons,	Captain H. D. Jones.
"POWAN,"	2,300 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,300 "	A. W. Dixon.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	2,800 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons,	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule, Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. (Sundays excepted).

CANTON-MACAO LINE.

S.S. "NANNING,"	1,880 tons,	Captain R. D. Thomas.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

Intimations.



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded, lass-s.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN.

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.
Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO'S
CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.
UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES)
HEINZ'S APPLE BUTTER cannot be surpassed.
HEINZ'S BAKED BEANS)

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA
(Wholesale dealers only).

Hongkong, 4th May, 1903.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER-VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

9540

"HER-
CU-
LEX"

for

Nerve

Weakness

"HER-CU-LEX" is the latest invention of Dr. Sanden, the pioneer of Self-Treatment with Electricity. Popular throughout the world as a natural, common sense remedy for Nerve and Brain Exhaustion, Indigestion, Constipation, Pain in the Back, Rheumatism, Declining Vigor, Urinary Weakness, Sluggish Organs, Impotency, etc.

Not "a cure-all" but an ideal cure for all disorders or weakness resulting from overwork or excess of any nature. It is simple, harmless, convenient, has a perfectly constructed battery enclosed in comfortable cloth case. Worn about the waist nights, or during the evening, the mild, soothing currents invigorate the nerve and vital centres, awaken dormant nerves, strengthen relaxed muscles and induce natural secretion of the vital fluids. This improves digestion, enriches quality of the blood and accelerates its circulation, and has a direct beneficial influence upon the bowels, regulating their action in a natural way. Used during a period of rest, it conforms with the processes of Nature in every way.

Dr. Sanden's method of self-treatment, WITHOUT DRUGS, is the only self-treatment consistent with natural law and appeals to reason and common sense as filling a long felt want among those who are neither sick nor well, who are "all run down," and just dragging along in a half hearted manner; also, to those who have concluded that drugs cannot cure them. With ordinary care, "HER-CU-LEX" will last for one year, is not bulky, makes no noise and is as comfortable as your clothing. If you are weak or otherwise ailing, send for Dr. Sanden's latest book, "Health in Nature," free upon request, securely sealed.

Every weak man should read it. It will prove interesting to you, as it has to others who had despaired of recovery by other means. Send at once and write name plainly. Address, mentioning this paper.

FREE BOOK
All orders from Hongkong and vicinity sent free, post paid, via Parcel Post.

Sanden Electric Co., Dep't J.,
No. 37, Main St., Yokohama, Japan.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR
Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.

VICTORIA DISPENSARY

Late Dakin, Crullockbank & Co., Ltd.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.00 per Cask ex
Factory.

In Bags of 50 lbs. Net \$2.00 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 13th May, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
Price \$10.50 per case of 48 bottles (quarts)
11.6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903.

[595d

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT
PAINTER, Etc.

PHOTOGRAPHY in all its Branches.
Groups and Interiors: a Specialty.
Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S
ROAD, CENTRAL, Hongkong.

Hongkong, 20th December, 1902.

[1393d

FURNITURE WAREHOUSE.

LI KWONG LOONG

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE

at
No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to
order in any design required.

Has been patronized by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ed. Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom
reference may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co. write as follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 20th December, 1902.

[1400d

WAI YUNG

PHOTOGRAPHER.

No. 1, D'ARLAC STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL
STYLES, ENLARGEMENTS.

VEWS ALWAYS ON HAND

TERMS MODERATE.

Hongkong, 19th December, 1902.

[1393d

DENTISTRY.

SUI SANG,

Lately Practising with Dr. I. SARAYAH,
DENTIST.

No. 10, Connaught Road Central,
Hongkong, 9th February, 1903.

[146

A TRAP ON THE TIGRIS.

Cablegrams from England (says the *Times of India*) state that the feeling against British participation in the Bagdad Railway is growing in strength. If this estimate of public feeling be accurate, it shows, among other things, how small is the influence exerted in his own country by Mr. Balfour. For it will be remembered that only the other day Mr. Balfour, in the House of Commons, spoke favourably of the suggestion that British capitalists should be encouraged to join in the enterprise. Since that oration in Parliament the details of the German proposals have been more fully disclosed. Considering that they show every readiness to accept British capital, but apparently decline to acquiesce in a proportionate share of British control, it is not surprising that in London and elsewhere opposition to the amiable invitation of Germany is "increasing daily." The Company has been constituted, and according to one version a fourth of the original stock will be reserved for British financiers. The directors "at present" consist of nine Germans, seven French, two Swiss, and one Austrian. There does not seem to be much room for British control amid this motley assemblage. Possibly the German promoters propose to admit British capitalists to a share in the management at a later date. But if they think they will be able to procure British capital on the basis of the arrangement as at present stated, they are probably woefully mistaken. Mr. Balfour told his hearers that it would be foolish to allow a railway which was the shortest route to India to be entirely financed by foreign countries. It would be vastly more foolish, we may add, to undo British purses in order to help Germany to build a railway which she alone would handle. If British speculators join in the project, they will naturally want to do so upon an equal footing, or not at all. We are convinced, moreover, that the whole nation would protest against any scheme for permitting a German railway to carry the Indian mails for the exclusive profit of the Deutsche Bank, to which the line will be mortgaged. Even a saving of two or three days in transit would be dearly purchased if it involved the transfer of the large sums expended in cost of carriage from a British steamship company and from the railways of France and Italy to a gang of Berlin exploiters with the Kaiser at their back. If Germany cannot find the money herself, and if she hopes to get the Indian mails for her railway, she must abandon all idea of exclusive control.

But there is another reason, quite apart from the question of management which has probably helped to produce the mistrust now displayed in England. During the last two or three weeks, the little knot of English publicists who make it their mission in life to prove that Germany is secretly hostile to England, have been actively engaged in denouncing the Bagdad scheme. They can see no virtue in that blessed word Mesopotamia. They declare that the German Emperor is laying a trap for us on the Tigris. Their view is that Germany perceives that she has placed herself in a dangerous position in Asia Minor by crossing the path of Russia. The public have heard a great deal about the railway to Bagdad, but very little about a certain Russian line to Erivan. Russia has been building a branch of her Batoum-Baku line southwards through Erivan to the Aras River. It is already near the Turkish frontier; and what is more important, it is only half as far from Bagdad as the present terminus of the German line to Konia. If Russia got the permission of the Sultan—not a very difficult thing—she could push her line to Bagdad years before the Germans reach the city of the Caliphs. But the Germanophobes in London allege that an alternative arrangement has been made. They maintain that Germany has promised to transfer her interest in the Bagdad Railway to Russia at some agreed date. If she can in the meantime lure Great Britain into participation in the scheme, she will have done much to carry into effect her cherished policy of embroiling the British Government with Russia. For France is also co-operating with Germany in the undertaking, and with France and Russia in preponderating control, difficulties would soon arise. That, at least, is the view put forward by the anti-German school of writers whose opinions are printed month by month in the *National Review*.

We cannot say that we find this plausible explanation entirely convincing. Is it wholly conceivable that Germany is willing to play the jackal to Russia in the manner suggested? Is it probable that she would build a railway, obtain an outlet for it on the Persian Gulf, and establish for herself valuable material interests in Asia Minor, merely to hand over all she had gained to Russia? If past records are any criterion, that is not the way Germany conducts her national business. The *National Review* theories are weakened upon close examination, because it appears that they are based upon the assumption that the railway is a "wild cat" scheme which will never pay. We firmly believe this to be a mistaken notion. Whatever may be thought of the political aspects of the Bagdad Railway, we believe it will eventually prove to be a sound financial enterprise. At well-devised system of irrigation will make the fertile country around Bagdad what it was in the days of the Chaldean kings, one of the greatest granaries of the world. If irrigation and railway construction go hand in hand, the builders of the Bagdad Railway need have no fear about their ultimate profits. The possibilities of Mesopotamia are so well understood in Germany that it is difficult to believe that the Germans would abandon to Russia any advantages they have gained in that region. It remains an open question, however, whether it will be wise for Great Britain to participate in the scheme. Certainly no British money will be put into it without an ample share of control. But even if the principle of joint management be conceded, it would bring with it grave risks. Mr. Balfour said "it was to our interest that countries which we should

be certainly unable to absorb should be in the hands of two or three Powers rather than in the hands of one." Remembering our past experiences in Egypt in the days of the Dual Control that is a very large and a very dubious proposition to be advanced by a British Prime Minister. We do not think that Great Britain should commit herself at all regarding the Bagdad Railway without close and careful consideration. Our position in relation to the project already gives us certain definite advantages. Evidently Germany cannot carry out the line without the aid of our money; Turkey cannot raise her tariff to furnish the financial guarantee promised to the promoters, without our consent; and it rests with us to say whether the line should be permitted to emerge upon the Gulf as the best available harbour. These things place us in so strong a position as to warrant the conclusion that if any Power is entitled to dictate terms, that Power is certainly not Germany. But in its political aspect the whole question gives rise to serious misgivings, and we do not care to say more than that no engagements should be entered into without the most minute inquiry.

Notices of Firms.

NOTICE OF REMOVAL.

INTERNATIONAL BANKING CORPORATION.

THE Business of this Bank will be carried on from TUESDAY, 26th May, in the New Offices of the Corporation, 20, DES VŒUX ROAD CENTRAL, next to Messrs. Jardine, Matheson & Co.'s Office.

CHAS. R. SCOTT, Manager.
Hongkong, 25th May, 1903. [6256]

NOTICE.

MR. WILLIAM H. GASKELL having returned to the Colony, resumes his practice as Public Accountant.
Office: No. 4, Des Vœux Road.
Hongkong, 25th May, 1903. [6276]

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 2nd day of June, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, below Mount Kellett Road, in the Colony of Hongkong, for a term of 21 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area	Annual Rent	Upset Price
1	Mount Kellett Road	ft. ft. ft. ft. ft. ft.	273 273 110 110 210 210	£4,750	£45,000

Hongkong, 23rd May, 1903. [6246]

Insurances.

EQUITABLE LIFE
"HARRY H. KING" Founder
This is the only policy which entitles the insured to a share in the profits of the company. No other company can offer this. Write for information. F. KIEBE, Manager, Hongkong.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 18th May, 1903.

Intimations.

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the EIGHTEENTH ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the OFFICES of the Company on THURSDAY, the 18th instant, at ELEVEN o'clock in the forenoon, for the purpose of receiving the Report of the General Manager together with a Statement of Accounts to the 31st December, 1902.

THE REGISTER OF SHARES will be CLOSED FROM FRIDAY, the 22nd instant, until SATURDAY, the 30th instant. Both Days inclusive, during which period no Transfer of Shares will be registered.
By Order,
A. H. MANSELL, Secretary.
Hongkong, 15th May, 1903. [5896]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE STATUTORY MEETING of the above Company will be held at the Company's Office, No. 4, Queen's Building, on SATURDAY, the 6th June, at Noon.
J. WHELEBY, General Manager.
Hongkong, 22nd May, 1903. [5156]

Intimations.



WANTED.

HERE is a VACANCY in the GOVERNMENT CIVIL MEDICAL DEPARTMENT for AN EUROPEAN WARDMASTER.

SALARY, &c., £110 a year, rising by Triennial Increments of £20 to £150 a year, with Uniform and Free Furnished Bachelors' Quarters.

Applications, with Certificate of Character, &c., should be sent to the PRINCIPAL CIVIL MEDICAL OFFICER, at the GOVERNMENT CIVIL HOSPITAL, not later than NOON of the 30th instant.

The Candidate selected must be a Bachelor under 35 years of age.
Hongkong, 23rd May, 1903. [6252]

THE ROBINSON PIANO Co., LTD.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared out at the undernoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 TO \$1,400.

WERNER \$400
NEEDHAM 380
DORNER 375
ROINSCH 400
SCHIEDMEYER 250
BORD 280
RACHALS (SEMI-GRAND) 700
H. & MULLER " " 350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS and MUSIC is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [4152]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公英華
IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.
Hongkong, 1st May, 1903. [5436]

NOTICE TO MARINERS.

NO. 172 (SPECIAL).
CHINA SEA.
SHANGHAI DISTRICT.

Temporary withdrawal of the Tungsha Light-vessel.

NOTICE is hereby given that, on or about the 1st June next, the Tungsha Light-vessel "Tungsha" will be removed for repairs, and that the temporary Light-vessel "Lee Yuen" will take her place.

The "Lee Yuen" is a three-masted steamer painted black, having a black funnel with a yellow band round it. Her mainmast, which is surmounted by a Black ball, has a yard across, from each arm of which two fixed lights will be suspended in a vertical line. The top upper lights will be Red and at a height of 55 feet above the sea, and the two lower ones White at a height of 35 feet.

In clear weather, the Red lights should have a range of visibility of 5 miles, and the White ones a range of 10 miles.

A White light will also be exhibited from sunset to sunrise on the foremast at a height of 6 feet above the rail, to show the direction in which the Light-vessel is heading.

During foggy or thick weather, a gong will be sounded at intervals of one minute.

If the Light-vessel be driven from her proper position to where she is of no use as a guide to shipping, the usual lights will not be exhibited but a small fixed Red light will be shown at each end of the vessel; the ball will be struck, it will be surmounted by a Red flag.

N.B.—It may possibly happen that one or both of the vertical lights on one yard arm of the temporary Light-vessel may be obscured by her own mast or funnel to a vessel that is approaching her when she is swinging across the channel.

J. T. ELDRIDGE, Acting Deputy Coast Inspector, Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 18th May, 1903. [6142]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF "ICE HOUSE" IN "ICE HOUSE" ROAD.

IS now in a position, in his New and Commodified Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS especially.

Hongkong, 12nd December, 1902. [41]

Intimations.

A CONTENTED WOMAN.

Aside from form or features, she has an attractiveness all her own. The bloom on her cheek, the elasticity in her step, the ring of her voice, her enjoyment of life—all these are magnets which draw others to her side. Wonderful and valuable as it is, health is not so difficult a thing to obtain as some discouraged ones think. Most of the troubles of women arise from impure blood, impaired nutrition, low vitality and general debility. Modern science furnishes the most successful of remedies for these conditions—namely

WATSON'S PREPARATION.

It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it improves the appetite, makes fat, restores vitality, enriches the blood and cures those weaknesses peculiar to the sex, which are the seat of their troubles. It is a blessing to Tired Wives, Nursing Mothers, and Girls growing into womanhood. It colours the pale faces and rounds out the hollow chests. In a word, it nourishes and develops the entire body, and brings happy surprises to feeble, hopeless and discouraged sufferers. Dr. E. J. Doyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It is the typical medicinal success of our age, for time has proved our claims are supported by results, and a remedy which acts in harmony with nature's own efforts and processes. No demand has been made upon it for relief and cure, that has not met with instant response. One bottle convinces. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists here and everywhere throughout the world and A. S. Watson Co., Limited.

KENNEDY'S HORSE REPOSITORY, CAUSEWAY BAY.

HAVE always on hand for hire Waters and China Ponies suitable for hacks or carriage work by day, week, or month. Horses Dought and Sold on Commission. G. W. GEGG, Manager.

Telephone 64.
Hongkong, 19th May, 1903. [6282]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.
PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

WIRE, &c., &c.

TELEPHONES,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—1, ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to

W. STUART HARRISON.

A.M. INST. C.E.,

Manager.

Hongkong, 2nd April, 1903. [62]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU J. McKenzie	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 30th May, at Daylight.
AKI MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 2nd June, at 4 P.M.
KAGOSHIMA MARU K. Kori	BOMBAY, VIA SINGAPORE, and COLOMBO	TUESDAY, 2nd June, at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 18th May, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
-----------	-------	-----------	-------

Shawmut	9,600	W. M. Smith	May 30
Olympia	2,837	J. Trubridge	June 24
Trenton	9,600	T. W. Garlick	June 30
Tacoma	2,812	A. Dixon	July 6

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 25th May, 1903. [1874]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE

ON TUESDAY, the 2nd June, 1903, at 11 A.M. the Company's Steamship "SALAZIE" Captain Aubert, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 1st June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 21st May, 1903. [1904]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 13th October, 1902. [1116]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAFALGAR, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship "VALETTA,"

Captain W. B. Palmer, R.N., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 6th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd May, 1903. [6286]

Masonic.

ROTHEN MARK LODGE, No. 254.

AN EMERGENCY MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, TOMORROW, the 27th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 25th May, 1903. [6286]

To be Let.

TO LET.

HOUSES in LEIGHTON HILL ROAD.

FLATS in MORTON TERRACE, CAUSEWAY BAY, facing the Fale Ground. No. 1, RIFON TERRACE, GODOWNS at BOWLINGTON, Praya East.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th January, 1903. [5202]

TO LET.

NO. 3, STEWART TERRACE, THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th April, 1903. [4422]

GODOWNS TO LET.

PRAYA EAST. Spacious, Two-storied and Single-storied Godowns. Suitable for Yarn or Coals. Also Land for Coal Storage.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1903. [5772]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 93 and 94, PRAYA EAST.

Apply to H. N. MODY, Victoria Buildings.

Hongkong, 2nd February, 1903. [13224]

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

No. 5, Queen's Road West, Hongkong, 18th October, 1902. [11164]

Intimations.

A. S. WATSON & CO., LIMITED.

WINE & SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

SHERRY.

B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ... 12.00 1.00

C. MANZANILLA, PALE NATURAL SHERRY, White Capsule ... 13.50 1.20

CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule ... 16.00 1.40

D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ... 18.00 1.50

E. EXTRASUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule ... 27.00 2.25

B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.

GUARANTEED SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. G. O. SANDERMAN, SONS & Co., of London, Oporto and Xeres:—

Per doz. Per bot.

LIGHT DRY ... 16.50 1.40

SOLERA ... 24.00 2.00

VERY PALE DRY ... 24.00 2.00

FULL GOLDEN ... 27.00 2.25

PALE DRY NUTTY ... 30.00 2.50

FINE OLD BROWN ... 40.00 3.50

MADEIRA.

Per doz. Per bot.

GOOD ... 16.50 1.40

FINE ... 27.00 2.25

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

TELEPHONE NO. 345.

CABLE ADDRESS: "ACHEE," HONGKONG.

A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣

17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES.

PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES, COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING.

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902. (728d)

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. C. Code, 1st Edition.

Lieber's Standard Code, 1st Edition.

TELEPHONE, 332.

Hongkong, 26th May, 1903. (1355)

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee Hong Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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BIRTHS.

On the 7th inst., at the French Hospital, Bangkok, the wife of W. A. ROBINSON, of a son.

At Batavia, Java, on the 9th inst., the wife of J. C. FERRIER of the Borneo Co., Ltd., of a son.

MARRIAGE.

At St. Andrew's Cathedral, Singapore, on the 16th inst., by the Rev. E. Griffith Evans, Actg. Col. Chaplain, GEORGE DOUGLAS RUSHTON, Commander, Cable Ship *Sherrin Osborne*, to WINIFRED ELSIE, daughter of Mr. and Mrs. S. Hancock, "Hill View," Keppel Harbour. (Australian papers please copy).

DEATH.

At Bangkok, of cholera on the 8th instant, the Reverend BROOKS, of the American Presbyterian Mission.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 26, 1903.

PROF. SIMPSON ON TROPICAL HYGIENE.

Professor W. J. Simpson, whose lengthy report on the "causes and continuance of plague in Hongkong and suggestions as to remedial measures" was recently published in these columns, has been writing a very interesting series of articles on tropical hygiene. The exigencies of modern life and the rush and stress of business are apt to lead one into disregarding the subject, although it will not be denied that its importance cannot be over-estimated. It is a matter with which all of us in Hongkong are most deeply concerned and, as such, it will not be out of place if we give a few of the more important points embodied in the article. In his first communication the eminent expert deals with the conditions which necessitate the practice of a special application of the subject in these parts, and after alluding to the indisputable facts that the climate, general character of the plants, the inhabitants, their food, clothing, habit, customs, mode of thought, and their diseases, which differ from those usually found in a temperate zone, points out that they are factors which are bound to gradually affect the new-comer, and necessitate a certain adjustment to the new conditions on the part of the individual. This adjustment, in some respects, may be voluntary, but in others it is involuntary and beyond control. For instance, as regards involuntary adjustment, he says, the effect of a tropical climate, whether dry or moist, on a European constitution, is to gradually bring about a change in the customary physiological functions of certain organs of the body. The change is an effort on the part of the system to adapt itself to the new conditions. Until this process of acclimatisation is fully attained and the system has accommodated itself to its surroundings, the individual is, from the slightest indiscretion, highly susceptible to disorder and disease. Speaking in general terms, we find it stated that the effect of a warm climate is to diminish the vital activities; thus the pulse is slowed and the heart's action weakened, the powers of digestion are enfeebled, the appetite lessened, nutrition depressed, manifesting itself in loss of weight or a superfluous deposition of fat and lessened bodily vigour. The nervous system, which is first of all stimulated and later depressed, is put in a state of tension which allows of it to be easily affected by external impressions. All these changes, he says, may consist with a feeling of health, and it is only after a prolonged stay in the tropics, or when the individual has some weak point in his constitution, or most frequently of all, when the laws of health are not attended to—that the relaxed state of the system is followed by derangement and disease. The practice in the tropics of personal hygiene, he observes, based on the foregoing considerations! Under exposure to a tropical sun without sufficient protection is to be avoided. The heat rays of the sun are seldom felt so much by a new arrival as by older residents, and accordingly there is a tendency to pay but small respect to the sun which experience teaches to be necessary. The effects, therefore, are apt to be injurious, and the new-comer incurs a considerable risk of suffering from nervous depression, sun fever, or perhaps, worse still, from sun-stroke. New arrivals, he points out, are always more liable to suffer than older residents. Though care should be taken to ensure sufficient protection against the direct rays of the sun during the first or six hours in summer time, and in some localities even for longer, nevertheless, as much time as possible outside those hours should be spent in the open air. Experience has shown that ill-health arises when soldiers are confined during the day in the tropics to close barracks, and, hence, every outdoor amusement is encouraged, except during a few of the hottest hours of the day. Confinement to close and darkened rooms in a great measure accounts for the exceptional ill-health which European women as a rule suffer from in the tropics. Turning to another subject of great importance, we find that Prof. Simpson strongly favours regular exercise, short of fatigue, which he considers as absolutely essential if health is to be retained in a warm climate. The people who enjoy the best health are those who are fond of riding and of outdoor exercise, such as lawn tennis, rackets, golf, and other similar pastimes. There is a great temptation to lead a sedentary life, he says, but it must be resisted. Exercise has an excellent antidotal effect on languor; it improves the digestion, gives vigour to the circulation, increases peristaltic action of the bowels and removes constipation; it increases the respiratory movements, relieves the tissues of waste products and purifies the lungs. He is careful to point out that harm may accrue, if the exercise is overdone, and lays especial stress on the fact that great care must be taken that after exercise, when the surface of the body is hot and the skin profusely perspiring, that no chill is caught by sitting in a draught, or under a punkah, or by exposure to a cool wind. As regards drink, he says it is safest for the new-comer to abstain from alcoholic beverages, and especially so if much exposure to the sun is to be endured, but when they are used, and they are often found necessary to the European after he has been some years in the tropics, they should only be taken at meals, and preferably with the dinner in the evening. These are a few of the more important of the rules and measures laid down by Professor Simpson, and there can be no doubt that life in Hongkong just within the tropics, might easily be made even more tolerable were greater attention paid to a few of the simple details of personal hygiene.

LOCAL AND GENERAL.

THERE is no longer a saluting battery at Cagliari.

H.M.S. *Ocean* arrived in harbour at nine o'clock this morning.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.

—Advt.

THE wonderful newly discovered substance, radium, from which a constant invisible emanation takes place is capable of sending its rays through from eight to ten inches of solid iron.

SIR Hugh Barnes, the new Governor of Burma, has promised the Rangoon port trustees to assist in the extensive scheme, costing two lakhs, to improve the shipping facilities of the port.

TAOTAI Lew Yuk Lin, formerly Chinese Consul-General at Singapore, is sojourning there for a few days on his way to Macao and thence to Peking where he will give an audience by His Majesty the Emperor of China.

It is rumored that it is the intention of the Government to form a volunteer corps among the Straits-born Chinese in Selangor, which may probably extend to the other States, on the same lines as now exist in Singapore.

THE *Ocean* during her maiden commission covered 9,600 miles in 1902, 17,920 in 1901, and 8,600 in 1902. As the passage home is about 9,600 miles, those of the ship's company who left England in the *Ocean* will have travelled 45,700 before they return.

A TELEGRAM reached Bangkok from Patricius announcing that the Mang Seng Shan rice mill was burned down on the night of the 10th inst. It is stated, about 2,000 coyns of paddy, estimated at Ticals 160,000 and the mill itself which cost about 320,000 ticals were reduced to ashes.

WE must commend the workers on the electric tramway for their progress they are making. The road is now up in front of Wellington Barracks, and in the vicinity of the Praya, near the Canal while close to the monument, at the Happy Valley, a good length of rail has already been made.

H. BROOKS, ex-steward of the s.s. *Lincolnsphere*, who was arrested on a warrant on a allegation of the theft on board the vessel of £55, the property of Capt. A. G. Clark, the master, on the 25th of October last, has arrived at Singapore, but owing to his being in hospital the hearing of the case was postponed till the 27th inst.

THE reduction of the Government balances with the three exchange Banks in Bangkok, has now been completed. The amount withdrawn is upwards of Ticals 2,500,000, a considerably larger sum than was originally anticipated. The purpose of strengthening exchange has not yet been effected, but the present working balance of Ticals 400,000, or Ticals 300,000 left with each Bank, will not be allowed to increase till exchange does rise.

WE shall have a Souvenir Day soon, but you will have to pay us a personal visit as no chits will go. LeMunyon.—Advt.

Now look out for LeMunyon's new store adv. It is a beauty.—Advt.

THE Canadian side of the Alaskan Boundary case is now completed and in the press. It will be handed to the American Ambassador as soon as printed. Hon. Mr. Sifton and party are now taking a rest. The Tribunal will probably sit in September.

MR. C. W. Speers has returned from Elbow, with three Doukhobor agitators from Yorkton, who had induced the people to take up the spirit of pilgrimage. The crusade has been completely broken up. There were 80 people on the march. These were turned back at Elbow, in charge of Mounted Police.

THE stockbrokers' walking match from London to Brighton on Mayday was won by Mr. Broad in 9 hours and 30 minutes. Mr. Broad's feat, though creditable, is three quarters of an hour behind the previous best time. This is 8 hours 44 mins 40 secs, put up by J. Butler of the Surrey Walking Club some few weeks ago.

RETURN of visitors to the City Hall Library and Museum for the week ending 24th May, 1903:—

	Library	Museum
Non-Chinese	232	63
Chinese	56	2,120
Total	288	2,183

THERE is a real and determined effort being made to suppress the abominable whistle nuisance on the river Pasig and on the bay at Manila. The river and harbour police have joined hands with the Harbourmaster and between them they are eager to keep the patrons of launches within restriction as far as the reckless pulling of whistle valves is concerned.

IT is reported in quarters where rumours have generally a solid foundation that the French Government, having regard to the seriousness of the situation in the Balkans, has given notice to the Creusot Arms Company to refrain from the completion of the arms and ammunition ordered which they have in hand for the Bulgarian and Serbian Governments.

THE German military authorities have ordered a series of experiments to be made, with a view to prove the utility of the lance as weapon in time of war. The discussion which has taken place in England on the subject, and the decision in favour of the abolition of the lance here, have occasioned much surprise in German military quarters, where great reliance is placed upon the lance for purposes of pursuit and "shock" tactics.

Don't forget the chits for they will not go. LeMunyon.—Advt.

IT is understood that M. Pokotiloff has now taken over the duties of Russian Financial Agent in London in succession to M. Tatishcheff, who left England some three weeks ago to become Under-Minister for the Interior in St. Petersburg. M. Pokotiloff knows the East probably better than any other official in the Russian service, and he may be regarded as the particular selection of the Czar's Finance Minister, M. de Witte, who has many times employed him on special missions.

NOTWITHSTANDING the official and semi-official denials of Mr. Brodick's succession to Lord Curzon as Viceroy of India, I have reason to believe (says the London correspondent of the *Manchester Daily Dispatch*) that the Secretary for War has received the nomination to the most important appointment, a British subject can fill. Notwithstanding further denials that may be forthcoming in respect to this announcement, I have the best reason for knowing that the appointment of Mr. Brodick to India has been decided upon in principle. Mr. Brodick himself has referred to the matter in language which cannot be explained away, and under circumstances which are known to many members of the House of Commons.

IN the report, for 1902, of the Tungku Medical Missionary Hospital, in connection with the Rhenish Missionary Society, it is stated that, "South China has gone through a year full of trials. It has not only had to suffer from plague, cholera and dengue fever, but also from unceasing village wars and a prolonged drought. Dengue prevailed during the months of June, July and August, and out of a hundred left one or two to look after the suffering ones. The persistent drought caused loss of lives, and this in a curious way: the water-buffaloes, enraged at not being able to bathe in the ponds, as they are used to do after their day's work, made their guardians responsible for the want of water, goring them in a frightful manner. Once we had four such cases in one ward, later came one which proved fatal."

AT the present moment there is residing in the town of Ekaterinburg, in Siberia, a celebrated Swedish engineer, named Olive Krona, who, during the last two years, has been busy making surveys for a railway running between Peking, Urga, and Kyakha, on the borders of Mongolia. According to the *Parm Government Messenger*, the surveys for this line are already finished, and when the railway is completed the route to Peking will be 1,200 miles shorter than the Manchurian railway. There is little doubt that this new line will be of considerable military and commercial importance, and will enable Russia to strengthen her hold over Northern China, and to utilise this route for conveying tea from Northern China to Siberia. In fact, the proposed line will run almost in the same direction as the old caravan route used for conveying tea and other Chinese produce between Peking and Irkutsk.

"EMPIRE DAY."

As the anniversary of the birthday of her late Majesty Queen Victoria fell on Sunday, yesterday was observed as a public holiday. The banks and most of the principal firms were closed and very little business was transacted. Holiday makers did not experience the best of weather as very ominous looking clouds hung overhead during the greater part of the day and towards the close of the afternoon a sharp shower came pelting down. It was not in time, however, to interfere with the usual weekly band performance on the new Parade Ground, and many people turned out to enjoy the music. Vessels in port dressed ship in honour of the late Queen, and at noon a Royal Salute was fired.

R. P. MOFFIT.

COMMITTED FOR TRIAL.

At the magistracy this morning before Mr. F. A. Hazeldene, R. P. Moffit, ex-secretary of the Dairy Farm Co., Ltd., was charged on remand with appropriating certain monies of the Company. Prisoner, who pleaded guilty, was undefended. Mr. E. A. Bonner prosecuted on behalf of Messrs. Denny and Bowley.

The first witness called was Sergeant Martin Eamer, who stated that prisoner was not arrested on warrant produced, because when it was executed, he had left for the United States. Acting on authority he left the Colony on November 12th per the s.s. *Gaelic*, for the United States, and on 9th April at Portland, State of Oregon, on the s.s. *Indrapura*, the prisoner was given into his custody. He obtained an extradition warrant and authority from the British Consul at Portland to receive Moffit and left Portland in charge of prisoner on the 9th April and brought him to Hongkong.

Mr. F. Maitland stated that he was chairman and a director of the Dairy Farm Co., Ltd. and the prisoner was formerly the secretary. His duties were to keep the company's books to receive cash and pay same into the bank. Prisoner was on a three years' agreement. Part of the company's money, to the extent of \$12,000, was invested on a mortgage. During the beginning of April, he had occasion to ask prisoner for a statement of the yearly accounts, and prisoner promised that he would have them ready on the next day. A few days elapsed and as prisoner had not kept his promise he personally went to the office, but found that the prisoner had gone. The Company's safe with the books was locked, and the services of the Hongkong and Whampoa Dock Co. were requisitioned to break it open. He then sent for Mr. W. L. Potts, the Company's auditor, who on running over the books found some discrepancies and a warrant was issued for the prisoner's arrest.

Mr. J. M. Forester, assistant at the Hongkong and Shanghai Banking Corporation, said that he was in charge of the current account ledger of the Dairy Farm Company, Limited, On 27th September he examined the ledger and found that that day the prisoner paid into the bank two sums in cheques, viz., for \$765.89 and \$10.60 and \$10.00 in cash. Witness then produced the paying-in counterslip.

Mr. E. A. Bonner, solicitor of Messrs. Denny and Bowley, deposed that his firm acted as the Dairy Farm Company's solicitors, and in about the end of September, 1902, he received instructions from Mr. F. Maitland, chairman of the Company, to draw a reassignment for a mortgage of L.L. 1469 for a man named Yew Ho Fong, for the sum of \$12,000, the money to be paid off on 27th September. On the 26th, prisoner called at his office and asked that payment of the \$12,000 be made early on the 27th as he wished to pay the money into the bank the first thing in the morning as the day being a Saturday, the banks closed early. About 12 noon, the next day, prisoner and mortgagee came to the office and he handed prisoner the sum of \$12,000 in notes. Prisoner counted the money in his presence, and stated that \$75 was still due, as a month's interest on the mortgage. This sum was handed over to the prisoner by the mortgagee, and prisoner, after counting the money, went away.

Mr. W. H. Potts stated that he was auditor for the Hongkong Dairy Farm Co., Ltd., and compared the shroff's paying in book either in October or November with the prisoner's rough and clean books, and also with those belonging to the company. The rough cash book was kept by the prisoner and entries were made in his own handwriting. On 29th and 30th April, 1902, the shroff's book showed that the prisoner had received \$2,844 and had given a receipt for same, but the Company's books showed that he had credited the same day only \$1,108.74, or \$1,735.26 short. On 16th May, 1902, the shroff's book showed that prisoner had received \$2,185.97 which was credited in the Company's book as \$1,815.97. On 12th June, prisoner received from the shroff \$1,494.49 and credited the Company with \$1,094.49. On 21st June, the shroff paid him \$937.73 and in the company's books \$837.73 was credited. On 30th June, \$5,017.19 was received from the shroff, but in the Company's book only \$2,017.19 appeared. On 12th July, he received \$2,220.96, and credited the Company with \$1,220.96; on 18th July, the sum of \$1,410.37 was received from the shroff, but prisoner only gave credit for \$1,110.27; on 22nd July, \$1,200.53 was received from the shroff, and the Company was credited with \$1,050.53; and on 30th August, the shroff paid, in \$1,425.14 and the Company was credited with \$1,225.14; on the 27th September he received from the mortgagee in Mr. Bonner's office \$12,000, but paid into the bank \$10,000, and on 30th September he received from the shroff \$7,613.91 and on 10th October \$1,100.41. Neither of these appeared in the Company's books, while, no mention was made about receiving the \$75 interest on the \$12,000 mortgage.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Inspector Warlock stated that he was at the charge room when prisoner arrived with Sergeant Eamer on the 15th and read over to him the charges on which he was apprehended. This ended the witnesses for the prosecution.

The prisoner when asked if he had anything to say by the Magistrate stated that he had nothing to say, and wished to reserve his defence. Mr. F. A. Hazeldene committed him for trial at the next criminal sessions which are to be held on 18th June, 1902.

TIGER AT MACAO.

A visitor to Macao just returned was drawn to the Bazaar out of curiosity to see the tiger recently captured in a village on the West River, and which has been exhibited at Macao for the past few days. The animal, which is not quite a full grown one, is a very fine specimen of the feline tribe. It differs in colour from the wild Bengal tiger, some very fine specimens of which can be seen in the Calcutta 'zoo'. Instead of having the beautiful black and brown stripes of the latter the Chinese tiger has a far more approaching a dun with narrow black stripes. The Chinese exhibitor charges only three cents for admission. Our correspondent remarks that the authorities should exhibit visitors from teasing the animal by thrusting sticks into the cage and so exasperate the ferocious animal.

WUCHOW NOTES.

(From Our Own Correspondent.)

WUCHOW, May 22nd.

Affairs are very quiet along the West River and there is scarcely any item of interest to record. The sale of children in Wuchow consequent upon the terrible sufferings of the people on account of famine diminished slightly some time since, but later it has increased to a considerable extent. The American monitor *Callao* arrived with a consignment of rice for the district. Each cargo boat had the American flag floating over the stern; no hiding of a light under a bushel there. In the city itself, executions are the general order of the day. The Governor is determined to reduce the number of criminals incarcerated in the gaol and the worst characters are being brought out and beheaded. Last Saturday five were executed, and more are scheduled for to-morrow. Heavy rains have been falling in the district lately, and the prospect for the rice crop is good.

SIR ROBERT HART.

I do not think that those in China and in this country (says a writer in the *Manchester Guardian*) who are complaining so bitterly of the character of Sir Robert Hart's recent appointments to the Chinese Customs service have taken sufficiently into consideration the great difficulties with which he has to contend in selecting candidates. It is an open secret that for years past he has been pestered by foreigners of influence and importance in Peking to appoint relatives and friends, and all sorts of social and political contrivances have been brought to bear on him. And as he detests nothing more than to have his service brought into the arena of politics and diplomacy, he has probably often given way for the sake of peace to unscrupulous demands and suggestions. It has always been the tradition of the British Legation not to make applications or recommendations for appointments to Sir Robert Hart, but many of the other Legations are not so delicate. There was understood to be a rule that the members of different nationalities in the service should bear a rough proportion to the total volume of the trade with China of each nation, and I believe this was maintained up to quite recently, and probably in theory is maintained still. Further, the complaint that there is no one in Peking of British nationality to take Sir Robert Hart's place in the event of any emergency is unfounded, for three or four years ago the new office of Deputy Inspector General was created with this very object, and was given to one of the ablest of the Commissioners of Customs, Mr. Boyd Bredon, who is, I believe, a brother-in-law of Sir Robert Hart. It is true that Mr. Bredon is not in Peking just now, but this is merely because he is away on leave of absence.

ALLEGED FLOUR-MILL COMBINE.

London, May 4.—An investigation of the report that negotiations are on foot here for a combination of the London flour-mills with a capital of \$12,500,000, with the object of driving American flour from the market, shows that the "Corn Exchange" does not look upon it seriously and believes that the combination is impossible of accomplishment. The matter is being engineered by small millers, and it is said that the big millers will not entertain the proposal to form a combination. A corn-broker said to-day: "Even if the combine is effected it could not drive out the American, who have much better bettering capacities than the English millers, and who have a large surplus, which they could afford to ship here at any price they could get."

SHIPPING AND MAILS.

MAILS DUE.

French (*Annam*) 1st prox.

Indian (*Namanga*) 2nd prox.

Australian (*Chinglu*) 5th prox.

German (*Freussen*) 15th prox.

American (*Nippon Maru*) 15th prox.

THE S.S. "N. N. Co." *Le Maitland* left Shanghai for this port on 25th inst.

THE S.S. "R. R. Co." *Empress of Japan* left Yokohama on the 23rd inst., for Victoria and Vancouver.

THE M. C. & L. *Annam*, with the new French Mail, left Singapore on 25th inst., for London, via Suez, and will arrive in London on 10th June.

THE S.S. "N. N. Co." *Kanagawa Maru* (European Mail) left Shanghai for this port on 25th inst., and is expected to arrive here on 28th inst.

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GLASGOW and LIVERPOOL	"TELEMACHUS"	On 15th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.

S.S. "PELEUS" left Singapore 22nd inst. a.m. and is due here 27th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 4th June.
"LIVERPOOL via GENOA"	"HYSON"	On 23rd June.
MARSEILLES, LONDON & A.WERP.	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON & A.WERP.	"ALCINOUS"	On 7th July.
"LIVERPOOL via GENOA"	"OOPACK"	On 14th July.
MARSEILLES, LONDON & A.WERP.	"PELEUS"	On 21st July.

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KOBE	"SHANBI"	26th "
SHANGHAI	"WHAMPOA"	27th "
CHEFOO and TIENTSIN	"NANSHAN"	1st June.
MANILA	"CHANGSHA"	3rd "
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYD- NEY and MELBOURNE.	"CHANGSHA"	3rd "

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"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5:30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"
Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 7:30 A.M. SUNDAY, including Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY, including. This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:
1st Class, \$1.50
2nd " " 70
3rd " " 30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 15th May, 1903.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"CHARLES TIBERGHIEN" 15th June.

"MACDUFF" 10th July.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st May, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

N. Tate

3,875

WEDNESDAY, 27th May, at 11 A.M.

ROHILLA MARU

E. P. Bishop

3,869

TUESDAY, 2nd June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 21st May, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"ROON,"
of the NORDEUTSCHER LLOYD.

Captain G. Meiners, due here with the outward German Mail about WEDNESDAY, A.M., the 27th instant, will leave for the above Places 12/24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 23rd May, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the above Ports, on WEDNESDAY, the 3rd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th May, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MELPOMENE,"
Captain Tosoni, will be despatched as above on SATURDAY, the 30th instant, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 20th May, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"
Captain Buller, will be despatched as above on SATURDAY, the 30th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 23rd May, 1903.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON & ANTWERP.

THE Steamship

"BENMOHR,"
Captain Wallace, will be despatched as above on or about WEDNESDAY, the 3rd June.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th May, 1903.

AMERICAN AND ORIENTAL TRANSPORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"HEATHFORD,"
will be despatched on or about 5th June.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
General Agents for China.

Hongkong, 19th May, 1903.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS.)

THE "Shire" Line

S.S. "PEMBROKESHIRE,"
shortly expected, will have quick despatch: The American Asiatic S.S. Co's"NORMAN ISLES,"
will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th May, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

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TUESDAY, 2nd June, at 11 A.M.

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K. NAKASHIMA, Manager.

Hongkong, 21st May, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

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NORDEUTSCHER LLOYD.

For further Particulars, apply to

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Agents.

Hongkong, 23rd May, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

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A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th May, 1903.

Consignees.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"STUTTGART,"
of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 25th instant, at 9:30 A.M.

All Claims must reach us before the 29th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 20th May, 1903.

TOYO KISEN KAISHA.

NOTICE.

THE Steamship

"HONGKONG MARU,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN,
Agent.

Hongkong, 20th May, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"VINDOBONA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, 21st May, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Arctica."
From Calcutta, ex S.S. "Sumatra."
From Persian Gulf, ex B.L.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO

TELEGRAMS.

(Reuters.)

The Somaliland Expedition.

LONDON, 24th May.
The Somali levies are showing a mutinous spirit and the camel corps will probably have to be disbanded.

Latest Betting on the Derby.

4 to 5 against Rockland.
15 " 2 " Vindicus.
15 " 2 " Mtsam.
10 " 1 " Mad.
20 " 1 " Rabalais.
30 " 1 " Kromstad.
40 " 1 " William Rufus.

Lord Milner

Lord Milner denies that he is about to leave South Africa to take up a position elsewhere.

MR. BRODRICK AND THE VICEROYALTY.

The persistence with which the name of Mr. Brodrick is being mentioned as a possible successor to the Viceroyalty, in the event of the retirement of Lord Curzon, makes it necessary to register an emphatic protest against the bare suggestion of such a disastrous possibility. Mr. Brodrick, (says the *Times of India*), as we have pointed out more than once, would be an inappropriate selection as could possibly be made. His personal characteristics, so far as they have been revealed in public life, render him peculiarly unfitted for the grave and delicate responsibilities which devolve upon a Viceroy of India. The attribute which has most impressed itself upon careful observers of his demeanour in the House of Commons during the last year or two has been that of stubborn and uncompromising obstinacy. There is an obstinacy founded in the serene consciousness of deep knowledge and exceptional experience; but such obstinacy is really a splendid and courageous firmness in the face of opposition. There is also the obstinacy which has its roots in a narrow outlook and limited intellectual endowment, the kind of obstinacy which resents all criticism as a personal affront and will never admit that mistakes have been made; and it would appear that Mr. Brodrick's obstinacy must be placed in the latter category. A Viceroy who united within himself unusual tactlessness and imperviousness to argument would have an effect upon India something akin to the advent of a bull in a China shop. We do not lay stress upon his unusual lack of knowledge of Indian affairs though much might be said upon that point also; but we are entitled to urge that while he was at the Foreign Office, he handled such questions as the Persian Gulf difficulties and the troubles in China with conspicuous ill-success. We say that the British Government have no right to thrust the failures of Parliament into the Supreme control of Indian affairs. We know that Mr. Balfour's fine loyalty to a friend has helped now lead him into mistakes. There is a talk—it may be idle talk, we mention it for what it is worth—of "promises" and "arrangements." No promises, whenever made and under whatever circumstances, could justify the thrusting upon India of a Minister occupying the unfortunate position in English politics which is the lot of Mr. Brodrick to-day. The Viceroyalty of India is too lofty and too sacred a trust, to be made the subject of barter in drawing rooms or Ministerial parlours. There never was a time when India needed more urgently a Viceroy of the highest administrative capacity, with a record unclouded by blank failure, to carry on the work initiated under the present regime.

THE "REINA CRISTINA" AND "VELASCO."

Not the least valuable find on the old Spanish flagship *Reina Cristina* was 300 tons of coal. When the *Reina* went into the action in which she was sunk both of her bunkers were filled with coal. This was done not only as a means of protection but to be prepared in case the vessel escaped and might be forced to abandon her base. When the vessel was raised recently it was not known that she had that much coal aboard and the discovery was not made until her bunkers were reached and opened.

The *Reina Cristina* and *Velasco* still lie at Cavite, says the *Manila Times*, and will not be moved until the remaining hulks are either raised or blown up. The naval authorities have decided that the entire work must be done before any of the vessels can be moved. The *Reina* and *Velasco* are being cleaned and painted in order to preserve them. The latter is in very good condition and may prove to be the most valuable of the wrecks.

MANILA PREPARING FOR TYPHOON SEASON.

Under the supervision of the harbour master preparations for the typhoon season are being made at Manila Bay. The area covered by the bay, behind the comparatively safe anchorage of the new breakwater affords is being subdivided and all the shipping firms are being assigned to spaces where their ships coming will be located while in the harbour. The companies will have to provide their own ground tackle and will have to mark their buoys with flags during the nights. A large space has been provided for the Army Transport service and the vessels anchored there will all be connected with the main office on shore by telephones. Precautionary measures against the stormy season are in progress in every part of the harbour and in official as well as in private circles the fact that severe weather is near is not being overlooked. Wise prophets seem to be of the opinion that the coming season of annual disturbances will be a very severe one, but just what basis there is for that forecast is hard to tell, observes the *Cablenews*.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

THE "LOONGSANG" CASE.

COLLECTOR HEAVILY FINED.

The *Manila Times* of the 18th inst. prints the result of the sequel to the *Loongsang* case, which was fully reported in these columns. The journal states:—

By his refusal to recognize the Court of First Instance of this city, Collector of Customs Shuster appears to have gotten himself into very deep water. This morning, after imposing upon the Collector a fine of 500 pesos for contempt, Judge Sweeney ordered him to dismiss his suits in the Court of Customs Appeals and to appear before the First Instance Court by 9 o'clock to-morrow morning to answer whether or not the Court's order had been complied with, under the penalty of going to jail for non-compliance. It appears that Collector Shuster has already complied with this order, no matter how he treated the others, and notified the court that the suits or complaints in the Court of Appeals have been dismissed. Meantime Collector Shuster has notified the Court of his intention to appeal from the judgment against him with its fine of five hundred pesos. The whole matter will therefore be passed upon by the Supreme Court. After giving a review of the case leading up to the present imbroglio, Judge Sweeney says: "Section 2 of Act of Congress of July 5, 1884, under which the defendant claimed to levy this fine [upon Captain Weigall, of the *Loongsang*—Ed.] is as follows: 'Section 2. That the master of any vessel who shall knowingly bring within the United States on such vessel, and land or attempt to land or permit to be landed any Chinese labourer from any foreign port or place, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than \$500 for each and every Chinese labourer so brought, and may also be imprisoned for a term not exceeding one year.' There is nothing whatever in defendant's contention; he had no right to levy a fine on the plaintiff for the alleged offence even if plaintiff had been guilty of a violation of said section 2 of said Act of Congress. It was his duty, under the law, to have furnished the Attorney General of the Philippine Islands with a full report of all the facts and names of witnesses, and if the Attorney General, determined that the plaintiff should be proceeded against for a violation of section 2 of said Act of Congress of July 5, 1884, he would, no doubt have pursued the Government's remedy by a criminal prosecution so plainly provided for by said section of said Act, and thereby proceeded against the plaintiff for said violation by due process of law, which would have given the plaintiff his day in court."

"President McKinley, in his instructions to the Philippine Commission when appointed directs that no person in the Philippine Islands shall be deprived of his life, liberty or property without due process of law."

"Section 5 of the Act of Congress, passed July 4, 1903, for the benefit of the Philippine Islands, is 'That no law shall be enacted in said Islands which shall deprive any person of life, liberty or property without due process of law, or deny to any person the equal protection of the law.'"

"After saying that Collector Shuster's conduct in the levying the \$500 fine on Captain Weigall for the escape of the deported Chinese was without authority and his seizure of the vessel to pay said sum a trespass, he goes on to say:—

"The Court regrets that the facts and circumstances of this case make it imperative to punish the defendant, who is a strong man intellectually and an efficient, useful official of this Government, but this is a stronger reason why he should have obeyed the order of this Court; hence it tends to aggravate rather than mitigate the offence. The defendant was advised that he should not institute said suits in defiance of said order of this Court. If the order had been ambiguous or doubtful it was his duty to come into court and ask for a construction of it, and if so desired move the court for a modification of the order. This Court cannot permit the defendant to go unpunished. It is therefore ordered by the Court that defendant be and he is hereby fined the sum of Five Hundred Pesos (\$500 Mexican), which he will pay in to the Clerk of this Court on or before 9 o'clock May 19th, 1903; and he is also ordered to dismiss said suits instituted in the Court of Customs Appeals on or before nine o'clock a.m. May 19th, 1903, and in the event of his failure to do both on or before the close of said hour, the Sheriff of the City of Manila is ordered to take charge of defendant and confine him in prison until he complies with this order."

"The Court desires to add that in his opinion the question of the jurisdiction of this Court to administer the Customs law of the Philippine Islands is not involved in this. The Court being of the opinion that the defendant's seizure of the plaintiff's vessel *Loongsang* was without colour of legal authority and that the jurisdiction of this Court was invoked to restrain the defendant from an unwarranted interference with plaintiff's property."

Commenting on the decision the journal states:—Judge Sweeney holds that the Collector exceeded his powers in attempting to impose a fine upon the *Loongsang*, and reiterates the principle that no man can be deprived of his life, liberty, or property without due process of law. The judge points the way by which the Collector may proceed against offenders of the kind he claimed the *Loongsang* to be, but absolutely denies him the right to act in the manner he sought to. This is a great victory for Americanism and the commercial interests of Manila. The journal has contended that if the collector of customs had this remarkable power that he claimed and frequently used, it should be taken from him by legislation and vested in court. It is simply not American to permit the indiscriminate fining of ships and merchants in the manner attempted in the

ASK FOR ASAHI JAPANESE BEER—G. Girault.

Loongsang case. It is not an edifying spectacle to see a high official of the Insular Government arraigned and fined at the bar of the Court of First Instance for flagrant contempt of that tribunal, but happily it is not of frequent occurrence.

PHILIPPINE CURRENCY SYSTEM

AND DEFACATIONS.

The Philippine Government is clearing the way for the introduction of the new currency system, and at the same time it is planning to place a closer check upon all insular officials charged with financial responsibility. The question of the substitution of the new currency was before the Commission at Baguio on Saturday and it was decided to direct all disbursing officers to make their final deposits of Mexican currency in the treasury by June 30, and no payments in Mexican will be received after that date. Nothing was done as to the rate of conversion, at least no announcement was made as to it.

The Commission passed an Act requiring that officers charged with the duty of receiving and depositing public moneys, make prompt deposits under penalty of a fine of \$7,000 for failure to do so. It was also enacted that chiefs of bureaus be required to supervise personally the work and accounts of disbursing officers and that they make an examination of the accounts at least once a month. The commissioners are exercised over the several defalcations of the last few months and are determined to make the system of checking and watching public accounts as close as possible. In future there will be an infinitely stricter supervision of all money accounts and it is believed that that plan of requiring immediate deposits will prevent the peculation of public funds. The Commission has authorized the provincial authorities of Albay to make loans of provincial funds to municipalities, says the *Manila Times*.

AFFAIRS IN KWANGTUNG.

The Japanese Consul at Hongkong recently telegraphed to the Government, saying that he had paid a visit to Canton and investigated matters concerning the insurrection in Kwangtung and had found that the insurgents under Gen Tan, who consisted of men and women, old and young, had long since dispersed, and the local authorities were busy searching for those who took part in the insurrection. The Consul added that he had asked the Viceroy to take stringent measures for preventing a recurrence of the disturbance and give the fullest protection to the Japanese, and that he had also consulted with the U.S. Consul at Canton. All the Japanese engaged in business in Canton were able to conduct their business without molestation.

THE JAVO-CHINA-JAPAN LINE.

Mention has from time to time been made in these columns of the projected steamship line between Java, China, and Japan. This morning we received a visit from Mr. George Bruce, representing Messrs. Hotz, S. Jacob & Co., the local agents, and from him learned further particulars of the line. The steamers will commence a regular four weekly service most probably in September next with three newly built steamers named the *Tijuanas*, *Tijunipah* and *Tijunahi*, each of 5,000 tons deadweight, which will fly the Dutch flag. As already mentioned, before the Company is established in Amsterdam with its head agent, Mr. P. J. Roosegarde Bisschop, in Hongkong and as local agents, Messrs. Hotz, S. Jacob & Co. have been appointed. The steamers will run as follows: Batavia, Samarang, Sourabaya, Macassar, Hongkong, Shanghai, Kobe, Yokohama, Kobe, Hongkong, Amoy, Swatow, Singapore, Batavia. Hitherto trade between Java, China, and Japan has been carried on principally by chartered steamers, so that shippers in general will doubtless appreciate this regular service and give it a full measure of support. The trade is capable of great expansion and the new company should profit by its enterprise and pay a fair dividend to its owners.

PLUCKY N. Y. K. OFFICER.

A plucky attempt to save life occurred in the roads at Singapore on the morning of the 18th inst. One of the Japanese sailors on the Nippon Yusen Kaisha steamer *Kinkiu Maru* fell overboard accidentally and Mr. Salter, the chief officer, dived in after him, and though manly to get hold of the man he was unable to keep him above water. In consequence of his struggles Mr. Salter had to release his hold and the man sank to rise no more. He attempted to dive several times to try to find him and though several boats were soon on the spot no further trace of the unfortunate seaman could be found. It is a pity that such a gallant attempt was not successful, says the *Straits Times*; but none the less it is worthy of notice and praise.

A JAPANESE-RUSSIAN VENTURE.

The *Financial News* states: Official sanction has just been given to a limited liability company known as the Albertain Silk Weaving Works of Yokohama. The capital is fixed at 400,000 roubles, and the head offices are to be at Moscow. This is the first instance of Japanese-Russian financial co-operation. On the other hand, the Minister of Finance has refused to approve of a scheme which had for its object a direct Russo-Chinese maritime service in connection with the Russo-Chinese Railway lines. M. de Witte's decision came as a great surprise to the interested parties, who had succeeded, after lengthy negotiations, in bringing about an understanding between the Chinese Eastern Railway Company and the various Russian States and private companies, as well as the Volunteers' fleet and other shipping companies.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

THE TIN TRADE.

THE GOVERNMENT NOTIFICATION.

The *Selangor Government Gazette* of the 16th instant publishes the following notification regarding the additional export duty on tin ore: "Under the provisions of section 3 of the Customs Duties Enactment, 1898, the Resident, with the approval of the Resident-General, hereby imposes, as from the 1st day of June, 1903, a duty of thirty dollars per picul upon all tin ore exported from the State, other than tin ore exported under such guarantees as the Resident may require that it will be smelted in the Colony. The duty hereby imposed is to be paid in addition to the duty on tin ore at present in force."

The *Singapore Free Press*, of the 18th inst., says:—

The decision of the Government has quite naturally caused a good deal of local discussion. The parties most interested are the International Tin Company, but Mr. Pearce who represents this here now, declined to make any statement and wished in fact to be distinctly dissociated from any remarks which may appear. It would seem, however, that for the present the company having nothing to do but to mark time so to speak until the headquarters decide whether the company shall establish works here, or shall give up dealing direct in the ore. It is pointed out that it would be a sheer impossibility for any company constituted in the ordinary way to compete with the Straits Trading Company whilst paying a duty of practically 33% *ad valorem*. It may therefore be anticipated that the action of Government will have the effect either of encouraging the establishment of outside smelting works or else of leaving the field clear to Straits companies. The idea of danger coming from the actions of a Trust in the event of the continued free exportation of ore, is not regarded seriously amongst well-informed American circles, but it is admitted that the action of Government is a wise one on the principle of self-preservation. The production of tin in America, though given in several works as a nascent industry, is not regarded by Americans as more than in the experimental stage at present, the non-development of stanniferous grounds being doubtless due to the fact that up to the present it has been cheaper to purchase here, than to pay the high cost of labour for exploitation in the States. It may be pointed out that the Constitution of the United States prevents the imposition of export duties.

A gentleman who is conversant with the course of the tin industry and tin export trade of Malaya has favoured the *S.F. Press* with these observations on the action of Government prohibiting any attempt on the part of outside schemes to "scoop" our tin trade.

The action of the Federated Malay States Government, working doubtless in conjunction with that of this Colony, has, by putting a prohibitive duty on the export of tin ore outside the limits of the Colony, at once effectively guarded against the principal danger to the tin trade in that article, which is the mainstay of the Federated Malay States and one of the most important items in the trade of the Colony. That danger is, owing to the facility with which the American legislature can be worked, the almost certain imposition of a protective tariff by the United States, by which metallic tin would be treated as the manufactured article, and consequently protected against (as tin plates are at present), while, ore as the raw material would be admitted free.

If slab tin were subjected to even a small duty by the Americans, it would mean that absolutely not a picul of ore could be smelted in Malaya, at a profit, if it suited any one to import all ore into America. So soon as local smelters were wiped out, as they immediately would be, purchasers of ore for America could put any price they liked on producers ore, and absolutely no competition would be possible, so long as prices were not reduced below the equivalent of the protective tariff.

This means the direct saddling of the producer with the American import duty, and giving the smelters in America a bonus equivalent to the import duty imposed.

The equity of the Government's action here is unimpeachable. It solely protects what is the Colony's and Federated Malay States' own asset, preserves local industry and trade, and assures that the Federated Malay States get their custom's export revenue on the true value of metallic tin, and not on the value of that metal, less what would be annexed by American importers of ore. It does not hinder legitimate competition in mining, ore buying, smelting, and tin dealing. It keeps the local market and tin trade absolutely free to all, and on the other hand, merely precludes the dangerous possibility of the Straits Tin Trade becoming a close preserve of American trusts.

Comparisons are odious but the striking difference between American methods, which would ruthlessly wreck any industry, or trade for the purpose of obtaining the command of an article, and the British "fair field and no favour" policy, is too pronounced to require further accentuation.

THE CHINA STATION.

A correspondent of the *Liverpool Daily Post* says it is probable that the Admiralty will shortly take steps to strengthen the fleet on the China Station. The military and naval authorities have been urging this for some time on the authorities at home, in view of the fact that the Russian Fleet in the Far East is stronger now than it has been for many years, and is being constantly increased. It was hoped that the Japanese alliance would render it unnecessary to maintain the British Fleet in great strength in Eastern waters, but this would not seem to be the case.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

AMERICAN SHIPBUILDING.

MESSRS. CRAMP'S AFFAIRS.

The William Cramp and Sons Ship and Engine Building Company, of Philadelphia, which has built many ships for the United States Navy, as well as for Russia and Japan, is to be practically reorganised under new management. For some years past the Cramp concern, whose plant is estimated at \$12,500,000, has been in need of an increase in its working capital. The banking firm of Drexel and Company has had the chief hand in negotiating the readjustment of the shipbuilding company's affairs. With the support of Messrs. J. Pierpont Morgan and Clement A. Griscom, president of the International Steamship Company, they organised a syndicate of New York bankers to lend the sum of \$5,000,000 now and half that amount later. Active control of the business, as soon as the deal shall have been ratified by a majority of the stockholders, will then pass into the hands of a voting trust, membership of which will be dictated by the bankers and the operating committee, which will direct and supervise the work of the great plant, though Mr. Charles H. Cramp is expected to remain at the head of the company as its president. It is authoritatively stated that the loan will run for twenty-five years, and that the voting trust will continue throughout that period. Messrs. Cramp's firm was founded by the father of its present head.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

There is still no disposition on the part of buyers to operate, and the tone of the market is consequently dull all round. There has been small business in HONGKONG LEAD INVESTMENTS at \$170. In consequence of the proposed dividend of 5% on the working for last year INDO-CHINA took a small spurt and the rate has advanced to \$10 cash, at which a limited amount of business has been done. For forward delivery, there are sellers at rather lower rates than the equivalent of cash price. HONGKONG HOTEL scrips have been inquired at \$148 a share.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer ... 1/8 3/16
" Bank Bills, on demand ... 1/8 1/2
" Credits, 4 months' sight ... 1/8 9/16
" Debits, 4 months' sight ... 1/8 11/16
ON BERLIN, (demand) ... M. 1/2 3/4
ON PARIS, Bank Bills, on demand ... 2.12
" Credits, 4 months' sight ... 2.16
ON NEW YORK, Bank Bills, on demand ... 414
" Credits, 30 days' sight ... 412
ON BOMBAY, Telegraphic Transfer ... 1252
" On demand ... 126
ON SHANGHAI, Telegraphic Transfer ... 714
" Private, 30 days' sight ... nom.
ON YOKOHAMA, T.T. ... 821
Sovereigns, Bank's Buying Rate ... \$11.80
Gold Leaf 100 touch, per tael ... 61.25
Bar Silver ... 25

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—Per chest
MALWA NEW ... @ \$90
" LAST YEAR ... 90/90
" OLDEST ... 100/1,080
PATNA NEW ... @ 1027
BENARES NEW ... @ 1030
PERSIAN (PAPER) ... @ 780

To-day's Advertisements.

VICTORIA PRECEPTORY
AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY AND PRIORY will be held at the FREEMASONS' HALL, TO-NIGHT, the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 26th May, 1903. [621e]

NOTICE.

PROFESSOR SIMPSON'S Report on PLAGUE IN HONGKONG with suggestions for remedial measures and containing Plans, Charts and much valuable information. Copies can be had from the Government Printers, Nos. 63 and 65, Des Vaux Road, at \$5 a copy.
Hongkong, 26th May, 1903. [621e]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port, TO-MORROW, the 27th instant, at 10 A.M.

For Freight or Passage apply to DOUGLAS, LAURIE & CO., General Managers.

Hongkong, 26th May, 1903. [622e]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAN,"

Captain Girard, will be despatched for the above Ports, on SUNDAY, the 31st instant, at 5 P.M.

For Freight or Passage apply to G. DE CHAMPEAUX, Agent.

Hongkong, 26th May, 1903. [620e]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on THURSDAY, the 4th June, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 26th May, 1903. [620e]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Company's Steamship

"PERLA,"

Captain J. McGinty, will be despatched for the above Port, on FRIDAY, the 29th instant, at 5 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 26th May, 1903. [623e]

ASK FOR ASAHI JAPANESE BEER—G. Girault.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week \$ 2.85
One month 7.20
Two months 13.00
Three " 20.00
Six " 37.50
Twelve " 73.00
No charge less than one dollar.

Discount allowed on—

3 Months Contracts 5 per cent.
6 " 10 " "
12 " 25 " "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

1, ICE HOUSE ROAD,
HONGKONG.

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,
Hongkong.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

High Class

Gentlemen's
Outfitters.

EVERYTHING

UP TO DATE.

28, Queen's Road.

WILLIAM POWELL, LTD.,

28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

High Class

Gentlemen's
Outfitters.

FAMED FOR

SHIRTS.

28, Queen's Road.

HIGH CLASS DRESSMAKING
IN ALL ITS BRANCHES.

EVERYTHING

FOR

Ladies' and Children's wear.

34, QUEEN'S ROAD CENTRAL.

GENTS' HOSIERY

AND OUTFITTING A SPECIALTY.

28, QUEEN'S ROAD CENTRAL.

R. G. HECKFORD,
MANAGER.